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Hongkong, 8th October, 1909. [29]

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The Daily Press.

HONGKONG, NOVEMBER 3RD 1909.

THOUGH, OF COURSE, THE LAPSE OF A CENTURY
CANNOT BE REGARDED AS ANYTHING MORE THAN
DENOTING AN ENTIRELY ARTIFICIAL DIVISION OF
TIME, AND IS COMPLETELY UNMARKED BY ANY
NATURAL PHENOMENON, IT HAS NEVERTHELESS BEEN
OFTEN REMARKED HOW VERY FREQUENTLY IT FALLS
THAT THE BEGINNING OF A NEW CENTURY HAS
BEEN ACCOMPANIED BY AN ALMOST ENTIRE
REARRANGEMENT OF THE POLITICAL AFFAIRS OF AN
ENTIRE CONTINENT. THE FIRST CENTURY WAS
MARKED, NOT ONLY BY THE BIRTH OF OUR LORD,
AND THE COMMENCEMENT OF THE CHRISTIAN
ERA, BUT IN POLITICAL AFFAIRS IT MARKED THE
FINAL ESTABLISHMENT OF THE ROMAN EMPIRE,
AND THE EXAMPLE THUS SET HAS BEEN CONTINUED
OVER SINCE. Indeed, it is to these latter cen-
turies that we have to look for the most
pronounced illustrations of a phenomenon
which has apparently almost grown into a
law. The entry of the sixteenth century
was marked by the beginning of the reign of
HENRY VII. and the commencement of the
influence of England in the affairs of the
European Continent; later on it was marked
by the development of the Reformation,
which closed the medieval period, and for
all time set men's minds in an entirely
different grove of thought. The opening of
the seventeenth century witnessed the end of the old
royalty of England, the union of the Crown
with that of Scotland, and the commence-ment of the long constitutional struggle,
which, temporarily closed towards the end of
the century, was still powerful enough in
the nineteenth to affect the whole political
aspect of the civilised world. The eighteenth
was marked after the campaigns of
MARLBOROUGH by the signing of the Treaty
of Utrecht, which for nearly a hundred years
became the international law of Europe.
Again, the opening of the nineteenth was
marked by the wars that succeeded the
French Revolution, and the final struggle of
NAPOLEON for the mastership of the world.The beginning of the twentieth has
proved no exception to the rule. The new
order established by the Congress of Vienna
at the close of 1814 lasted fairly well
up till 1870, when the Franco-German War
changed the relations between Germany
and France, and was instrumental in found-
ing the new German Empire; and this
towards the end of the chapter had become
the leading State on the continent of Europe.
This fact for some time did not alter so much
as might have been anticipated the political
balance of Europe generally; the real change
came about, as has often previously hap-
pened, in an entirely unexpected manner,
and was brought about, not by any occur-
rences in Europe, but by proceedings in the
Far East. Russia had almost from the
times of PETE THE GREAT harboured
designs of conquest in Asia, the whole of
which she hoped eventually to include in her
dominion. The weakness of China after
her war with Japan seemed to favour her
expectations in an unexpected degree, and
her Chauvinists urged on her Government
the immediate occupation of Manchuria and
Korea. Backed by promises of support
from Great Britain in case of any other
Powers attacking her in the interests of
Russia, Japan, who clearly saw that the
occupation of Korea would menace her own
existence, determined at any risk to prevent
this, and boldly declared war. The contest
became a life and death struggle between
the two, and at first all the odds appeared
in favour of Russia. By almost super-
human efforts Japan proved in the end
victorious, and succeeded in capturing
Russia's great stronghold, whereupon the
United States, who had been anxiously
regarding the contest, intervened and
succeeded in parting the combatants, and
inducing both to come to terms in the Treaty
of Portsmouth.The non-success of Russia's aggression
on Korea, and the destruction of her fleet,
made Russia reconsider her policy. While
she saw apparently her way to the conquest
of Asia, she had been neglectful of the course
of affairs in Europe. She was wasting her
strength in profitless undertakings beyond
the Urals, and Germany was an interested
observer of the growing discontent of her
European populations, who were entirely
averse from the Eastern wars against nations
with whom they had no quarrel, but which
were being waged at their expense, both in
money and in flesh and blood. Mean-
while Germany's aspirations, and her
unconcealed warlike preparations, which
France plainly saw were threatening her
safety, drove the latter into the arms of
Great Britain; and Great Britain, finding
that her neighbour was really sincere and
without an *arrivez p'se* in the matter, cordially
returned. France all this while had
been the fast ally of Russia, and had lent
her influence against Great Britain in many
of Russia's squabbles. As in the case
of many other reconciliations, she now saw
that her best policy lay in bringing her two
allies into, at least, speaking terms; England
at first was suspicious, but Russia, now
determined to return to her European affairs
so as to regain her temporarily lost position,
saw that Germany was blocking her way.
This convinced her of the wisdom of
France's advice, and on Great Britain opening
negotiations for an understanding, at first
grudgingly, but afterwards more cordially,
declared her willingness to join in. Then
followed the Balkan affairs, which for a time
seriously compromised the peace of Europe.
Austria, who to her credit had been wisely
administering the affairs of Bosnia and
Herzegovina since they had been committed
to her by the Congress of Berlin, suddenly
conceived the idea of annexing both. The
time was singularly inopportune, as the
principalities would in a few more years have
automatically fallen in. Subsequent occur-
rences have shown that the step was really
suggested, if not altogether engineered in
Berlin; and Russia, who had large interests
in the affair, not unnaturally concluded that
in taking it without any previous consulta-
tion with herself, an unfriendly act intended
to lower her position in Europe generally
was concealed. She accordingly with Eng-
land and France demanded that the annexa-
tion of principalities, though in itself a
natural enough thing for Austria to look
forward to, yet's being in contravention of
the Congress, required similar ratification.Austria, apparently, was willing to listen,
but was restrained by Germany, who suddenly
dislosed her hand by taking an active
part in the controversy, nominally in favour
of Austria, but really, as her energy plainly
indicated, in her own interest. The result of
all this, possibly foreseen, activity was to
alienate completely Russia and
Austria, who from being old friends with
many important interests in common, quickly
became estranged. The affair, now
grown serious, did not end with this.Germany had been gradually isolating her-
self from the other continental Powers; she
now found a firm friend in Austria, who
seemingly considered that she owed
gratitude to her neighbour for having
rescued her from a dangerous position.
Meanwhile a make-believe cordiality was
attempted to be resuscitated in the so-called
"Triple Alliance," never very real nor
sincere, of Germany, Austria, and Italy,
one curious point about which was that
Italy while in Germany expressing her entire
concrence, was in Italy openly giving
utterance to her fears as to the bearing on
herself of Austria's revived policy of
encroaching on her neighbours. The last
result of all this is that Russia and Italy
now find themselves compelled to join hands
with the other dissenting Powers, so that
the political centre of gravity of Europe
has undergone a complete shift of position.Germany and Austria, after an estrangement
of nearly fifty years, brought about by the
annexation by the former of Schleswig-
Holstein, now find themselves thrown into
each other's arms; while as a counter-
balance all round are Russia, Italy,
France, and England. Mechanically such
a system would be stable; but where
human aspirations prevail the mechanical
balance is apt to be overturned. One thing
alone is certain: the four Powers, Russia,
Italy, France, and England, will never com-
bine to attack the others. Such an attack
from a strategical point of view would be
sheer folly, and certain to result in disaster;
it might, however, happen that the other two,
feeling themselves shut in, might conceive it
politic to break the cordon, by making a
sortie in force. At all events, both sides
in preparation for possible events have been
seriously drawing upon their financial re-
sources; and such proceedings generally end
by the most exhausted seeking by a desperate
effort to get free. This not inaptly repre-
sents the attitude of Europe at the moment:
Europe, in point of fact, is sitting over a
magazine full of dynamite, which the chance
fall of a pebble might at any moment cause
to explode. This she knows and feels; yet
is deterred by a fail, yet comprehensible
shame from acknowledging even to her own
consciousness. Of the end it would be
presumptuous to attempt a prophecy.In connection with the death of Mr. H.
Edgar, late Commissioner in the Imperial
Maritime Customs, which occurred in London
on September 22, a funeral service was held at 85,
Baker Street, Portman Square, on September
24. Amongst those present were Sir Robert
and Lady Hart, Sir James McLeavy Brown, Mr.
H. Kopsch, Sir Byron Brennan, Sir Charles and
Lady Dudgeon, Mr. T. S. Southey and others.
The late Mr. Edgar was a keen sportsman and
leaves many friends in China to mourn his loss.The somewhat alarmist report which
recently reached Yokohama that Dr. Wilbur
Chapman, the well-known evangelist, was
seriously ill in Korea, is fortunately not born
out by later news. It is true that Dr. Chapman
was on the verge of a complete breakdown
similar to that which overtook him about five
years ago, and in order to avoid this, he
cancelled his engagements in Korea, and went
to Kobe for a few days' rest. Dr. Chapman, with
Mr. Charles M. Alexander, and a party of
evangelists, are now holding meetings in Japan.An interesting case came before Mr. Wood at
the Magistracy when a Chinese boy was charged
with being in unlawful possession of a golf ball,
Defendant offered the ball, which was a new one
and had never been hit, to Mr. Robinson at the
Happy Valley golf course for sale, but that
gentleman refused to have it. Mr. R. O.
Hatchinson, who was in the neighbourhood, sent
the boy to the Police Station in charge of a
district watchman. Defendant told the Magis-
trate that he had picked up the ball at Deep
Water Bay, and his Worship, after cautioning
the boy, discharged him.It is reported in the Chinese Press that Prince
Ching gave a private *déjeuner* to the Ministers of
Great Britain, the United States, Germany
and France at his residence the other day. In
the course of conversation Sir John Jordan and
Mr. Fletcher assured His Highness that the
policy of their countries was to preserve peace
in the Far East, to help China on in the path
of progress and reform, and to protect their
commercial interests, and that the rumours to
the contrary were absolutely unfounded. The
further said that China should be on friendly
terms with all the foreign Powers, promulgate
a constitution and reorganize her Army and
Navy. The German and French Minister also
spoke in the same strain, declaring that their
Governments had not the least intention of
doing any harm to China. Prince Ching thanked
them and a most enjoyable day then came to an
end. His Highness intends to give a similar
entertainment to the Ministers of Russia,
Japan and other countries later on.The presence of M. Kokovtsoff, the Russian
Minister of Finance, at Harbin, when Prince
Ito was assassinated is explained by the fact
that he had been deputed to hold an inquiry
into the state of the Eastern-China Railway,
which has become a serious charge on the Russian
exchequer. The official in charge of the work
is laying down the Amur Railway recently
returned to St. Petersburg. He reports that
he hopes to be able to have laid down the track
for at least a distance of 80 miles before the
end of the year; but it is insisted that the line
must be laid round the river Schilka, and not
along its left bank; and he complains that far
too many Chinese workmen are engaged on the
work, and he asks the authorities to employ
only Russian labour, even if that has to be
convict labour. The Ministry of Ways of
Communications has decided to discuss the question
with the chief prison authorities. So far the
work has cost enormous sums of money, the
greater part of which seems destined to have
been wasted, for it is now an accepted fact that
China will not allow the Amur Railway to be
laid down in the direction chosen originally by
Russia.H.M.S. *Astrea* was expected to arrive at
Woosung on Saturday last, and the *Admiralty*, with
Vice-Admiral Sir Hedworth Lambton,
accompanied by the armoured cruisers *King*
Alfred and *Monmouth* were due on Sunday.A British subject named A. Lynch, unemployed,
was by order of the Governor of Honan
brought in custody to Hankow charged with
travelling to Kaifeng Fu without having a
passport. The case was heard at H.B.M.'s
Consular Court, when defendant was ordered to
leave Hankow the same day, or in default to be
imprisoned for fourteen days.Singapore is shortly to start a municipal
dairy to supply the population with pure milk,
and the Ipol Sanitary Board is taking steps to
establish a municipal milk depot for the same
purpose early next year.The ten men arrested in connection with the
armed robbery which took place recently at
West Point were brought before the Magistrate
yesterday. Three were discharged, but the
remaining seven, pleading guilty, were remanded
for a week.The house cook who stole the Masonic
jewels belonging to Mr. W. H. Purcell, 149,
Coomb Road, the Peak, was at the Magistracy
yesterday sentenced to six months' imprisonment
by Mr. Wood. The man alleged to have
received the stolen articles was also charged,
but the hearing was remanded until Saturday.British merchants are reported in the
Japanese Press to be entering in competition
with the Mitsui, Bassan-Kaisha at Kwang-
sheng-tze, Manchuria. The Shanghai firm of
Messrs. Samuel Samuel & Co., says a Harbin
exchange, are constructing large granaries and
have sent out agents for the purchase of wheat.A loan of £2,000,000 raised last year by the
Toyo Kisen Kaisha from Mr. Schiff and Messrs.
Kuhn, Loeb, & Co., of America, guaranteed by
the Specie Bank and the Dai-ichi Ginko, fell
due last month, and was repaid. The sum of
£1,000,000 was drawn from the Dai-ichi Ginko,
which had been deposited by the company, and
the remaining £1,000,000 was borrowed from
the same bank at an interest of 6½ per cent., to
be repaid within one year.A river tug named *Shu Tung*, which was
built in England from designs by Captain
Plant, and afterwards put together by the
Kiangnan Arsenal Dock Co., has safely steamed
up to Chungking in one week after leaving
Ichang. She had a large passenger flat in tow,
and carried a considerable amount of cargo. A
telegram from Captain Plant says the *Shu Tung*
steamed up all rapids, and the engines
worked very well. The speed attained was over
six knots per hour.In connection with the death of Mr. H.
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Baker Street, Portman Square, on September
24. Amongst those present were Sir Robert
and Lady Hart, Sir James McLeavy Brown, Mr.
H. Kopsch, Sir Byron Brennan, Sir Charles and
Lady Dudgeon, Mr. T. S. Southey and others.
The late Mr. Edgar was a keen sportsman and
leaves many friends in China to mourn his loss.The somewhat alarmist report which
recently reached Yokohama that Dr. Wilbur
Chapman, the well-known evangelist, was
seriously ill in Korea, is fortunately not born
out by later news. It is true that Dr. Chapman
was on the verge of a complete breakdown
similar to that which overtook him about five
years ago, and in order to avoid this, he
cancelled his engagements in Korea, and went
to Kobe for a few days' rest. Dr. Chapman, with
Mr. Charles M. Alexander, and a party of
evangelists, are now holding meetings in Japan.An interesting case came before Mr. Wood at
the Magistracy when a Chinese boy was charged
with being in unlawful possession of a golf ball,
Defendant offered the ball, which was a new one
and had never been hit, to Mr. Robinson at the
Happy Valley golf course for sale, but that
gentleman refused to have it. Mr. R. O.
Hatchinson, who was in the neighbourhood, sent
the boy to the Police Station in charge of a
district watchman. Defendant told the Magis-
trate that he had picked up the ball at Deep
Water Bay, and his Worship, after cautioning
the boy, discharged him.It is reported in the Chinese Press that Prince
Ching gave a private *déjeuner* to the Ministers of
Great Britain, the United States, Germany
and France at his residence the other day. In
the course of conversation Sir John Jordan and
Mr. Fletcher assured His Highness that the
policy of their countries was to preserve peace
in the Far East, to help China on in the path
of progress and reform, and to protect their
commercial interests, and that the rumours to
the contrary were absolutely unfounded. The
further said that China should be on friendly
terms with all the foreign Powers, promulgate
a constitution and reorganize her Army and
Navy. The German and French Minister also
spoke in the same strain, declaring that their
Governments had not the least intention of
doing any harm to China. Prince Ching thanked
them and a most enjoyable day then came to an
end. His Highness intends to give a similar
entertainment to the Ministers of Russia,
Japan and other countries later on.The presence of M. Kokovtsoff, the Russian
Minister of Finance, at Harbin, when Prince
Ito was assassinated is explained by the fact
that he had been deputed to hold an inquiry
into the state of the Eastern-China Railway,
which has become a serious charge on the Russian
exchequer. The official in charge of the work
is laying down the Amur Railway recently
returned to St. Petersburg. He reports that
he hopes to be able to have laid down the track
for at least a distance of 80 miles before the
end of the year; but it is insisted that the line
must be laid round the river Schilka, and not
along its left bank; and he complains that far
too many Chinese workmen are engaged on the
work, and he asks the authorities to employ
only Russian labour, even if that has to be
convict labour. The Ministry of Ways of
Communications has decided to discuss the question
with the chief prison authorities. So far the
work has cost enormous sums of money, the
greater part of which seems destined to have
been wasted, for it is now an accepted fact that
China will not allow the Amur Railway to be
laid down in the direction chosen originally by
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laid down in the direction chosen originally by
Russia.

SUPREME COURT.

Tuesday, 2nd November.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUSINE JUDGE).

MICHELL v. LEMM.

In the action between Captain T. A. Mitchell, plaintiff, and John Lemm, defendant, a motion was brought forward for the payment of special damages.

Mr. C. G. Alabaster, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. P. M. Hodgson (of Messrs. Ewens and Harston) represented the defendant.

Mr. Alabaster moved that the defendant be ordered to pay to the plaintiff as special damages the sum of \$1,500, being the amount the plaintiff has already paid to the Trustee in Bankruptcy, together with such sum not exceeding \$15,715.40, as the plaintiff is liable to pay to the said Trustee. The facts, Counsel said, were set out in Mr. Looker's affidavit.

Mr. Slade objected to the use of this affidavit. He did it in order to get the facts properly proved in the event of an appeal. The position was that the action had been tried and a verdict given for the plaintiff, but the question of special damage was left for the consideration of the Court. Special damage should be proved in the same way as it would be proved if left to a jury. What were the whole series of actions for which the plaintiff claimed that the defendant was liable to pay costs? His Lordship had not decided this, but he must have accurate knowledge of the nature of each.

His Lordship—As a matter of fact, there are two lists, and the list in paragraph 3 the Chief Justice has already allowed.

Mr. Slade—Subject to taxation I admitted those in Chambers.

His Lordship—In paragraph 4 you say they are not admitted.

Mr. Slade—They are the bills of costs which may or may not have been delivered by the plaintiff's solicitors in respect of certain actions described in that paragraph. I only want formal proof.

Mr. Alabaster—Subject to our proving the items, I come here on the question of principle.

Mr. Slade—The Court cannot adjudicate on the question of principle until it knows what the facts are.

Mr. Alabaster understood it was not usual to call evidence on a motion, and he said that the Chief Justice had given leave to move the Court to prove these items.

His Lordship—What do you propose: judgment on this motion and proof of the items before the Registrar?

Mr. Alabaster—Yes.

Mr. Slade—That would be quite agreeable to them, but I have specific objections to certain items which must be decided by the Court.

Mr. Alabaster—Mr. Looker's affidavit describes fairly well what the items are in respect of.

His Lordship—How do you propose to proceed now?

Mr. Alabaster—I set out the facts in this affidavit and, move the Court to order the plaintiff to pay subject to our proving the statement of claim.

His Lordship—I understand from the other side that apart from the broad general principle of law, certain items are objected to.

Mr. Slade said this was so, and gave as an instance the prosecution of Ledbury for perjury, and the filing of a *mole prosequi* by the Attorney-General on the ground that civil proceedings were pending. Among the items were costs incurred by Captain Mitchell in the defence of Ledbury, and the exact particulars should be before the Court. If the matter went to the Appeal Court, that Court was bound by the evidence which came before it from the Court below.

His Lordship (to Mr. Alabaster)—Are you prepared to call any evidence?

Mr. Alabaster—No, but the exact items is included in this affidavit.

Mr. Slade—There is no evidence for the Court to adjudicate upon.

His Lordship—Supposing the items are referred to the Registrar with leave to apply, will that meet your objection?

Mr. Slade—I am willing to consent to anything which will not bar me from raising the question, but it only means another unnecessary attendance at Court.

Mr. Alabaster said he did not dispute what his learned friend had said about the prosecution, and the only dispute that could be between them was whether certain things were, in law, too remote to come before the Court. This was an action for criminal conversion in which a verdict was given for the plaintiff. Before the wrong took place the plaintiff enjoyed the society of his wife, home life, and was a solvent man. Now he was divorced, without home life, and a bankrupt. Everyone of these contingencies must, from evidence given, have been within the contemplation of the defendant as the probable consequences of his act. Defendant knew the plaintiff and his circumstances.

Mr. Slade—Has that been proved?

Mr. Alabaster said it must be taken that defendant knew that plaintiff's means would not be sufficient to carry him through expensive divorce proceedings in another country.

His Lordship—He must have had a vivid imagination to imagine all that.

Mr. Alabaster said that if a man committed this terrible wrong he must contemplate that the husband was entitled to a divorce. He was presumed to contemplate the natural consequences of the wrong he committed. Counsel submitted that plaintiff was entitled to be compensated for the loss of his wife and home. That compensa-

tion he got from the jury. He was entitled to recover out-of-pocket expenses he had paid, and the Chief Justice had allowed all the costs he had already paid. Counsel submitted that plaintiff ought also to recover the \$1,500 he had already paid to the Trustee in Bankruptcy, because he went bankrupt in consequence of this case.

His Lordship—Paid to the Trustee for what?

Mr. Alabaster said the plaintiff had to pay the Trustee \$100 a month towards liquidation of his bankruptcy debts. He had already paid \$1,500, and practically all his bankruptcy debts were in respect of costs. Counsel also asked that the plaintiff be freed from the stigma and disabilities of bankruptcy which were due to the defendant's wrong: that was to say, that he should not have to go on paying this \$100 a month, but that the defendant should either pay that sum until the discharge of the liability, or that he should pay off the bankruptcy and enable the plaintiff to obtain his discharge.

There was a great deal of authority for the proposition that where wrongs of defendant involved a plaintiff in legal liability to pay money to a third party, the amount of that liability could be included in the damages. After quoting these authorities Mr. Alabaster submitted that the wrongs of the defendant involved the plaintiff in the liability to pay the Trustee in Bankruptcy \$100 a month until he got his discharge.

His Lordship—How long is that to go on?

Mr. Alabaster—As an honourable man who has done no wrong, I submit he ought not to apply for his discharge until his creditors are paid off.

His Lordship—How long will that take?

Mr. Alabaster—About fifteen years.

His Lordship—If he gets his \$1,500, and the \$15,000 he is liable to pay, then he gets his discharge?

Mr. Alabaster—Yes. He is asking for money out-of-pocket, and the rest will go to get his discharge.

Mr. Slade—And pay off his other debts, and so on.

His Lordship—What proportion of this total indebtedness is due to costs?

Mr. Alabaster—About \$2,500 of his total indebtedness in bankruptcy is not due to costs. Damages need not necessarily flow directly from the wrong. If, as a result of the adultery, a man is forced to pay a sum of money to someone who he would not otherwise have to pay, that sum could be included in the damages.

His Lordship—You are asking now for the whole costs of the proceedings at home?

Mr. Alabaster—Yes.

Mr. Slade said he did not intend to again argue the point of the plaintiff suing without joining the Trustee in Bankruptcy. That point was argued before the Chief Justice, and another point he argued, and which his Lordship did not decide, was that in the statement of claim in this action the plaintiff claimed from the defendant a large sum of money which he alleged that he was liable to pay by reason of the wrong act of the defendant. Counsel argued that damage to be recovered must be proved to have been suffered as alleged, and the fact that in the interval between the wrong being committed and the bringing of the action the plaintiff had become a bankrupt, had entirely got rid of his liability to pay the debts for costs which were alleged in the statement of claim.

His Lordship—You mean the bankruptcy wiped out his present liability?

Mr. Slade—Yes, and his creditors have the right to look merely what funds the Trustee in Bankruptcy has in hand. The Bankruptcy Law makes it clear that a bankrupt is no longer under any liability to his creditors. Proceeding.

Mr. Slade said he further argued that the right to work as many mines as desired in the province of Szechuan for a period of fifty years, dating from the opening of each mine. It also included the right to establish factories for the manufacture of all mining necessities, the installation of telegraphs and telephones connecting the mines, the construction of branch railways between the mines, and the utilisation of the water-power of the Yangtze. It was in reality a Chinese Department of Mines to be administered and financed by the British.

Power was given for the British company to invest 100,000,000 taels in the first instance, for which 5 per cent. could be charged before the Chinese Government participated in the profits. Work was commenced in Szechuan within one month of the signing of the contract (six months being allowed for commencing work) and was continued for twenty months until on the outbreak of the Boxer movement, Lord Salisbury recommended the withdrawal of the expedition. On the restoration of order it was found that the new spirit in China of "China for the Chinese" had arisen, and the provincial authorities suggested modifications of the contract. Negotiations in this sense continued till the end of 1905, but failed.

After the conclusion of the Russo-Japanese War the company expressed its desire to resume operations, and correspondence between the British Foreign Office and the Waihuihui has been in progress ever since. As it has not been found possible to arrive at any satisfactory conclusion, arbitration was proposed last month, and the matter now in the hands of Sir John Jordan, who is endeavouring to arrange the terms of reference.

Mr. Slade had not concluded his argument when the Court rose.

IN SUMMARY JURISDICTION.

ALLEGED WRONGFUL DETENTION OF CLOTHING.

A Dreyfuss, manager of the Queen's Hotel, proceeded against E. Bernheim, manager of Messrs. Ullmann and Co., to recover the clothing, boxes and effects of the plaintiff, wrongfully detained by the defendant, or in the alternative \$750 for value and damages for detaining same.

Mr. Slade—Has that been proved?

Mr. Alabaster said it must be taken that defendant knew that plaintiff's means would not be sufficient to carry him through expensive divorce proceedings in another country.

His Lordship—He must have had a vivid imagination to imagine all that.

Mr. Alabaster said that if a man committed this terrible wrong he must contemplate that the husband was entitled to a divorce. He was presumed to contemplate the natural consequences of the wrong he committed. Counsel submitted that plaintiff was entitled to be compensated for the loss of his wife and home. That compensa-

tion he got from the jury. He was entitled to recover out-of-pocket expenses he had paid, and the Chief Justice had allowed all the costs he had already paid. Counsel submitted that plaintiff ought also to recover the \$1,500 he had already paid to the Trustee in Bankruptcy, because he went bankrupt in consequence of this case.

His Lordship—Supposing this man was rightly dismissed, has the other side any right to keep his clothes?

Mr. Harris—That is a matter to be decided. He owed us a certain amount of money, and we kept his clothes for two or three days.

His Lordship—Even if I found there was money owing you would not have the right to keep his clothes. Supposing the plaintiff were rightly dismissed, might he not have a remedy for detention of clothing?

Mr. Harris—I don't think he would if such payments were owing to us and he refused to pay.

Mr. Goldring said his client had not been paid his wages for September.

His Lordship (to Mr. Harris)—If you want an adjournment you must pay the costs of the day.

Mr. Harris agreed to do this.

His Lordship then adjourned the hearing sine die.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

September 24th.

THE BIRTHRATE OF FRANCE.

We have so often had it dinned into our ears that the birthrate of France, if not actually on the decrease, is, at any rate, stationary, that we have long ceased to realise the real meaning of the words.

Mr. Bertillon, who is so fond of statistics, has just published a list of 445 of the best known names in the country, and the number of children they have living, in order to prove that this problem has mostly been brought about by the better and well-to-do classes.

These 445 people have between them 575 children, instead of 900, necessary to keep up the population at its present figure. Therefore, in 30 years, if it depended on this class only, France's population would be reduced by one-half. These people have been divided by M. Bertillon into categories.

Politicians, who are so loud in their cries against the depopulation of the country and the political dangers of the fact, while debating in Parliament, are not any more eager to have large families than other people. For

111 politicians possess between them no more than 193 children. Among artists and literary people it is even worse, for 94 artists have 104 children—only 11 of them having more than two; 133 literary men have 127 children—five having more than three, and 65 being childless.

The rest of the total is made up of 51 notable men with 56 children; 33 officers and State officials with 54 children; and 23 wealthy business men with 35 children. The new proposal to married couples to have large families by awarding them prizes—500 francs for the second child, and 1,000 francs for each succeeding one—would, of course, not interest these people at all, and France, therefore, through its better classes, will continue to decrease, in spite of all encouragement from the State to the contrary. It is doubtful if the birthrate problem can be solved by offering money, since the classes which would mostly benefit would probably be the criminal and lower classes, whose progeny would hardly be the right kind, either bodily or mentally, to build up a great nation.

LOCAL SPORT.

INTERPORT SHOOTING.

The Hongkong team will fire off in the interport contest on Thursday, providing the weather is suitable. The local marksmen have a hard struggle before them to beat Singapore's record score of 955. As was mentioned yesterday, Shanghai does not shoot off until after the 15th inst.

LAWN BOWLS.

The championship competition is proceeding apace, and a few surprises have taken place. Mr. McIvor, who is playing well, has beaten Inspector Robertson, and Mr. L. E. Brett has vanquished Inspector Gourlay.

LAWN TENNIS.

A Chinese tennis club has been formed and has taken the courts in Kowloon at the corner of Garden Road.

YACHTING.

We are informed that the course for the Royal Hongkong Yacht Club races next Saturday was not fully given in the notes published yesterday. The course will be—

From Club House, Channel Rock (port), Cast Rock Buoy (port), Channel Rock (starboard), Cast Rock Buoy (port), Meyer East Buoy (port), and home.

CHINESE RAILWAYS.

BRITISH CONCESSION IGNORED.

In view of the proposed construction of a railway from Hankow into Szechuan, Reuter's correspondent at Peking says attention has been drawn to the long-delayed settlement of the case of the British Eastern Pioneer Company, which obtained extensive mining rights in Szechuan, with the right to build railways to connect the mines with the trade routes. The Chinese declare that the contract was annulled, but their claim in this respect is not compatible with the spirit and terms of the British company's agreement. The Chinese Department of Mines has long been pressing for a settlement without effect.

The concession referred to is one obtained by Mr. Pritchard Morgan in 1899 through the instrumentality of Li Hung Chang. It was of a far-reaching character, and included the right to work as many mines as desired in the province of Szechuan for a period of fifty years, dating from the opening of each mine. It also included the right to establish factories for the manufacture of all mining necessities, the installation of telegraphs and telephones connecting the mines, the construction of branch railways between the mines, and the utilisation of the water-power of the Yangtze. It was in reality a Chinese Department of Mines to be administered and financed by the British.

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After the conclusion of the Russo-Japanese War the company expressed its desire to resume operations, and correspondence between the British Foreign Office and the Waihuihui has been in progress ever since. As it has not been found possible to arrive at any satisfactory conclusion, arbitration was proposed last month, and the matter now in the hands of Sir John Jordan, who is endeavouring to arrange the terms of reference.

Mr. Slade had not concluded his argument when the Court rose.

MORE OPIUM-SMOKING OFFICIALS DEGRADED.

An Imperial Edict issued last week stated that recently C. asor Tien Ching imposed certain high officials for being addicted to opium, whereupon we ordered Shen Ping-kun to investigate the charges. The latter has now reported to the Throne that Pang Hung-shi, Governor of Kweichow, was formerly an opium-smoker, but cut off the habit several years ago.

And Chen Hsiang, Commissioner of Education,

has never smoked opium. The Edict orders that the charges be dismissed as regards these two officials.

"King-E," Provincial Treasurer,

took to opium on account of illness and has not got rid of the habit since, and Yen Shun-hai

has not got rid of the opium habit on account

of advanced age and ill-health. These officials

are hereby degraded and are never to be employed again.

As Pang Hung-shi failed to

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C.
5th Ed. Lieber, 53. Telephone No. 12.

NEW ADVERTISEMENTS

BANK HOLIDAY.

In Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, 9th November, the anniversary of the BIRTHDAY of His MOST GRACIOUS MAJESTY KING EDWARD VII.

Hongkong, 3rd November, 1909. [1378]

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to POPE, SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI" Captain Dini, will be despatched as above on FRIDAY, the 12th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 3rd November, 1909. [4]

NOTICE.

THE OFFICE of the Toto Kisen KAISHA—SOUTH AMERICAN LINE—has been REMOVED to GROUND FLOOR KING'S BUILDING, formerly occupied by Messrs Jardine, Matheson & Co., Ltd., Shipping Office, Hongkong, 1st November, 1909. [1365]

NOTICE.

DURING the Winter Months HOPKINS' BUTCHERY at SHANGHAI is prepared to Supply its Patrons in Hongkong with Game, Game Pies, Pork Pies, Braunschweiger, Fresh and Corned Beef.

Shanghai, 1st November, 1909. [1366]

E. R. E.
H. M. DOCKYARD.

WANTED at once a EUROPEAN or EUASIAN, with Engineering experience, to take Charge of running an Eight Hours Shift in the Electric Generating Station. Apply giving full particulars and stating Wages required to the ELECTRICAL ENGINEER, Hongkong Dockyard.

Hongkong, 1st November, 1909. [1367]

AL FRESCO FÊTE

In aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL.

UNDER the Distinguished Patronage of H. E. The GOVERNOR, SIR FREDERICK LUGARD, K.C.M.C., C.B., D.S.O.

To be held in the COMPOUND of THE ROMAN CATHOLIC CATHEDRAL, On SUNDAY,

7th November, 1909, from 9 P.M. to 11.30 P.M. ADMISSION TICKET 5/-

Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fête only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 P.M. on the 7th November.

Tee and Cakes will be served during the afternoon.

By kind permission of Commanding Officer and Officers of the Rajput Band will play from 9 to 11.30 P.M.

Tickets can be obtained from To-DAY at Messrs. GRACA & CO., 27, Des Voeux Road, and at the ROMAN CATHOLIC CATHEDRAL COMPOUND, on SUNDAY, the 7th November, from 9 A.M. to 7 P.M. and at the Gate on the Night of the Fête.

Hongkong, 2nd November, 1909. [1374]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotman is eligible for Membership.

DAVID WOOD,
Hon. Secretary,
Hongkong, 7th September, 1909. [1174]

J. R. LEE & CO.,
P. O. Box 384,
Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought. Hongkong, 8th October, 1909. [1295]

GENUINE CHEAP SALE.

LESS THAN ROCK BOTTOM PRICES.

Enquire within and be convinced.

HOOSAIN-ALI & CO.,
14, Queen's Road Central.
Hongkong, 2nd November, 1909. [41]

NEW ADVERTISEMENT

THEATRE ROYAL

A CONCERT
INCLUDING A
PIERROT ENTERTAINMENT
(IN AID OF THE CATHEDRAL ORGAN FUND.)

UNDER the Distinguished Patronage and in the Presence of H.E. The GOVERNOR, Will be given on MONDAY, 8th NOVEMBER, AT 9 P.M.

Plan and Programme may be seen at—

MESSRS. S. MOUTRE & CO., LTD.

Hongkong, 3rd November, 1909. [1377]

PUBLIC COMPANIES

NOTICE.

CHINESE ENGINEERING & MINING CO., LIMITED

A FINAL DIVIDEND of ONE SHILLING and SIXPENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 23rd February, 1909.

COUPON No. 13 is payable on 2nd November, at the CHARTERED BANK of INDIA, AUSTRALIA AND CHINA, and the RUSSO-CHINESE BANK at Tianjin and Shanghai.

J. S. DOBLE,
Agent.
Hongkong, 30th October, 1909. [1360]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subjoined resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions:—

RESOLUTIONS

That the Articles of Association be altered in manner following:—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty".

(b) In Article 86 the word "Three" shall be substituted for the word "Ten".

NG LI HING,
General Manager.

Dated the 15th day of October, 1909. [1361]

AUCTION

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, TO DAY (WEDNESDAY), the 3rd NOVEMBER, 1909, commencing at 2.45 P.M., at "TEVEREY", No. 18, The Peak, A QUANTITY OF HOUSEHOLD FURNITURE (Particulars from Catalogue).

ALSO
TWO LADIES' SIDE SADDLES, ONE
IRON WASH-HOUSE;
AND
A Quantity of PLANTS in POTS (in Good Condition).—Cash on delivery.

On View from TUESDAY, the 2nd Nov., 1909, GEO. P. LAMMERT, Auctioneer.

Hongkong, 1st November, 1909. [1370]

TO BE LET

TO LET

NOTES AND NEWS.

A FEW OF RUNNERS.

The best runners in the world are said to be a race of Indians living near the Gulf of California. They are known as Seris, and number only some 400. In the open country the women and children catch hares by hand without any artificial aid whatever. The men, however, look upon this as child's play, and themselves attack and capture antelope, deer, and wild buffalo. The swiftest horses cannot outrun these fleet-footed Indians, who perform on foot the same feats as the cowboy on his bronco.

VOTING IN SPAIN.

Voting in Spain is held to be a duty by the community, not merely a privilege of the individual, and neglect of civic obligations carries its own penalty. Male adults of legal age and under seventy, with the exception of priests, notaries, and judges, are required to vote in municipal elections. Failure to cast a ballot is punishable by having one's name published as censure for neglect, by having taxes increased 2 per cent., by suffering a deduction of 1 per cent. in salary if employed in the public service, and for a second offence, the loss of right to hold elective or appointive office.

NATION OF READERS.

Speaking of the reading propensities of the British people the *German Exchange* says: "The public libraries are never empty; in fact, the Britons reads everywhere—not only at home, and at the club, but in the Underground, on the bus, the tram, and the steamer. His first action, as soon as he sits down anywhere, and the natural result follows—not in vain are the British the first literary people of the world, for they cultivate and foster in all conditions of life the strongest literary interests. With them alone is reading a necessary of life, like eating and drinking."

ANCIENT PAPER MONEY.

The celebrated traveller, Marco Polo, of Venice, was the first person to announce to Europe the existence of paper money in China, under the Moguls. The fact has induced the belief that the moguls were the originators of it. But in the history of Tschinghiz-Khan, and of the Mogul dynasty in China published in the year 1759, the author speaks of the suppression of the paper money, which was in use, says the *National Review* of China, under the dynasty of the Sung, who reigned in China previous to the Moguls: and he also mentions a new species of notes which were substituted for the old in the year 1264.

LUCKY INVENTIONS.

A writer in a Paris newspaper speculates as to what will be the reward of the inventor of the safety hat pin, for ladies, and suggests it will not be less than \$20,000. He arrives at this sum by comparing the gains of other successful inventors. Fox, who superseded whalebone ribs for umbrellas by the paragon frame, were sold netted \$240,000. The inventor of the shoe tip cleared \$200,000. The hawker who conceived the idea of lead pencils with an india-rubber tip cleared \$22,000, and the designer of the piece of round indiarubber for shoe heels retailed with a fortune of \$160,000. The receiver of Biobolo, a name known under the Directoire du Nord yesterday, in which the Octroi men played a leading part. A peasant was coming out of the station when he was asked the usual question: "Vous n'avez rien à déclarer?" "Yes," he answered, "three horses." "Show them." The peasant obeyed, but as he opened his basket one of the animals made a bound and escaped through the station door. Octroi officers, porters, and passengers joined in the chase after the fleeing horse, but without success, and the last they saw of it was careering at a rapid pace towards the centre of the city. "Well," said the peasant extracting what consolation he could from the incident, "that means I have only to pay for two horses." "Ah, no," replied the pitiless "douanier," "you came in with three, and you pay for three." But the third has escaped; I have only two." Laughs est part! "Part on, now" was the reply, "it's all out!" And the unfortunate peasant not only lost his horse, but had to pay the "Octroi" tax on it into the bargain.

SAWING WOOD AT 10¢.

In full possession of his mental faculties, with sight and hearing sound, and with a voice for the sound of long ago, Mr. Richard Withers of Great Hollgate, has passed his one hundred and fourth birthday, says a London paper. Few men, even twenty or thirty years his junior would care to attempt sawing wood, but manual dexterity of this sort in no way alarms Mr. Withers. Another feat of the veteran is that of sawing himself, and he performs the operation without the aid of a looking-glass, solely relying on his sense of touch. He was born at Shipton-on-Stour in 1803 and his consequently lived through five reigns. He can recollect after the battle of Waterloo, the effigy of Napoleon being carried round the village on a donkey.

A NEW KIPLING LEGEND.

Here is a story about Mr. Rudyard Kipling which, I believe, writes a correspondent in *M.A.P.*, has not been published before. A certain American publisher purchased a tale from Mr. Kipling. He, the publisher, was of the "unco guid" type; a teetotaler to the verge of fanaticism, and looking through the story, he was shocked to come upon a passage where the hero had a glass of sherry. Greatly perturbed, he wrote to Mr. Kipling, pointing out the moral harm that might result from reading of such a depraved person and action and requesting Mr. Kipling to substitute some non-intoxicating beverage for the harmful and unnecessary sherry. "Oh, well, right," replied Mr. Kipling, "make it a glass of Blaen's Baby Food." I see he advertises largely in your magazine.

AN IMMENSE RESERVOIR.

In the valley of the Rio Grand, New Mexico, the United States Government have commenced the construction of a huge reservoir, in comparison with which that which we constructed in Egypt by the damming of the Nile at Aswan will be insignificant. The lake (when completed) will be about 44 miles long and 6 miles broad, and will have an average depth of 180 to 190 feet. It will contain about 40,000 million cubic yards of water, destined to irrigate the neighbouring country in dry seasons, which are frequent in New Mexico. A new town, made up principally of the workmen's dwellings, has sprung up near the site of the new reservoir, but, on the other hand, five flourishing little towns have been wiped off the map. The dam will be 1,235 ft. wide, it will be raised 200 ft. above the level of the river, and its foundations will extend to a depth of 75 ft. below the river bed. The total expense of the undertaking is estimated at £1,680,000.

THE "ART OF FLYING" IN THE BALL ROOM.

M. Lefort, president of the Academy of French Dancing Master, has presented to his colleagues a new and original composition entitled "The Aeronette," which, to judge from the enthusiasm with which it was received, is likely to become the most popular dance of the coming Paris season. The couples take up positions as for an ordinary waltz, and the first two measures are danced to a rapid galop time with a forward movement, intended to represent the start of the aeroplane. The rising of the flying machine from the ground is indicated by the dancers raising their arms above their heads as though to imitate the flight of a bird. Then the couple take a few steps in advance, and "The Aeroplane in the Air" is shown by means of a gliding step, the partners at the same time sawing their arms lightly to and fro to imitate the movement of the aeroplane while finding its equilibrium. This is repeated several times. The Aeronette ends with the "Descent of the Aeroplane," of which the couples give a realistic imitation by vaulting lightly from one foot to other and inclining the head. The new dance, which is described as "graceful and tout-à-fait modérée," was warmly applauded by the assembled professors.

MARK TWAIN'S FAMILY.

A DAUGHTER MARRIED.

Mark Twain's daughter Clara was married yesterday at the humorist's country home in Connecticut, to Ossip Gabrilowitch, the Russian pianist, whom she recently met through a dangerous illness. Mark himself received the guests—forty writers, artists, and Bohemians. He appeared in the cap and gown which he wore when the degree of Doctor of Literature was conferred upon him by Oxford University, and after the ceremony, despite the cool weather, made a lightning change to a suit of white flannel. To the guests who twitted him, Mark Twain said, with a knowing wink: "Yes, yes, my friends; but it's very good advertising." And so it proved, because every newspaper made a bigger feature of the author's lightning change of address than of the wedding itself.

"To save being interviewed in church," Mark Twain thoughtfully prepared a statement which he handed to the reporters, containing references to the bride, bridegroom and guests, and other matters. In the last category there is a reference to the village library of Redding, where Mr. Clemens' family have their country home, and to which Mark Twain's prepared statement made the following allusion:

"Can you say a word or two about the Redding Mark Twain Library? The village did me the honour to name it, so it flourishes. The public libraries are never empty; in fact, the Britons reads everywhere—not only at home, and at the club, but in the Underground, on the bus, the tram, and the steamer. His first action, as soon as he sits down anywhere, and the natural result follows—not in vain are the British the first literary people of the world, for they cultivate and foster in all conditions of life the strongest literary interests. With them alone is reading a necessary of life, like eating and drinking."

Twain chaffed all his guests in a characteristic vein, and predicted that the wedding would be a happy one.

NOTHING TO DECLARE.

Ever since there were such things as Customs formalities, and such officials as the men in uniform who insist on knowing if you have anything to declare, the Customs officer has been a favourite subject with the writers of burlesques. Until quite recently the Théâtre des Nouveautés in Paris was playing to laughing audiences a funny vaudeville entitled "Voulez-vous riez, déclarer?" It opens with the unlooked-for intrusion of a Customs officer on the bliss of a newly-wedded pair in a first-class compartment. They have just escaped from the noisy wedding party which escorted them to the station. Their garments discharge rice and confetti at every movement, but they are "enfin seuls." Just at the moment an inconsiderate "gablon" suddenly wrenches the carriage-door, opens, thrusts a smoky lantern into the compartment, and demands of the bridal couple whether they have anything to declare? This diverting play was recalled to me this morning, writes a Paris correspondent, when I read of an amusing incident at the Gare du Nord yesterday, in which the Octroi men played a leading part. A peasant was coming out of the station when he was asked the usual question: "Vous n'avez rien à déclarer?" "Yes," he answered, "three horses." "Show them." The peasant obeyed, but as he opened his basket one of the animals made a bound and escaped through the station door. Octroi officers, porters, and passengers joined in the chase after the fleeing horse, but without success, and the last they saw of it was careering at a rapid pace towards the centre of the city. "Well," said the peasant extracting what consolation he could from the incident, "that means I have only to pay for two horses." "Ah, no," replied the pitiless "douanier," "you came in with three, and you pay for three." But the third has escaped; I have only two." Laughs est part! "Part on, now" was the reply, "it's all out!" And the unfortunate peasant not only lost his horse, but had to pay the "Octroi" tax on it into the bargain.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 2nd, at 11.55 a.m.—The barometer has risen over the Amur coast, the typhoon having moved away inland.

Pressure has given way over China, W. Japan and the Loochoos. A depression appears to be developing over the Eastern Sea.

The high pressure area lies over E. Japan.

Moderate to fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood: E. to N.E. winds, moderate; or fresh, some rain.

Formosa Channel: N.E. winds, moderate.

South coast of China between Hongkong and Lamocka: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

Connecting at Harbin with:

Leave—Harbin (Russian Train)* 9 a.m.

Arrive—Changchun 6 p.m.

Lv. —Mukden 7 p.m.

Ar. —Changchun 9.15 p.m.

Ar. —Harbin 5 a.m.

Lv. —Harbin 6.55 a.m.

Ar. —Harbin 3 p.m.

State Express for Moscow.

Connecting at Harbin with:

Leave—Harbin (Russian Train)* 9 a.m.

Arrive—Changchun 6 p.m.

Lv. —Mukden 7 p.m.

Ar. —Changchun 2.10 a.m.

Lv. —Dairen 2.30 a.m.

Ar. —Dairen 12.30 p.m.

Lv. —Shanghai afternoon.

Ar. —Shanghai Friday.

State Express from St. Petg.

SOUTH BOUND:

Connecting at Harbin with:

Leave—Harbin (Russian Train)* 9 a.m.

Arrive—Changchun 6 p.m.

Lv. —Mukden 7 p.m.

Ar. —Dairen 2.10 a.m.

Lv. —Dairen 12.30 p.m.

Ar. —Dairen afternoon.

State Express from St. Petg.

SOUTH BOUND:

Connecting at Harbin with:

Leave—Harbin (Russian Train)* 9 a.m.

Arrive—Changchun 6 p.m.

Lv. —Mukden 7 p.m.

Ar. —Dairen 2.10 a.m.

Lv. —Dairen 12.30 p.m.

Ar. —Dairen afternoon.

State Express from St. Petg.

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Connecting at Harbin with:

Leave—Harbin (Russian Train)* 9 a.m.

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Ar. —Dairen afternoon.

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Ar. —Dairen 2.10 a.m.

Lv. —Dairen 12.30 p.m.

Ar. —Dairen afternoon.

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Lv. —Dairen 12.30 p.m.

Ar. —Dairen afternoon.

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Lv. —Dairen 12.30 p.m.

Ar. —Dairen afternoon.

State Express from St. Petg.

SOUTH BOUND:

Connecting at Harbin with:

Leave—Harbin (Russian Train)* 9 a.m.

Arrive—Changchun 6 p.m.

Lv. —Mukden 7 p.m.

Ar. —Dairen 2.10 a.m.

SHIPPING.

ARRIVALS.

REILBOPHON, British str., 5,727, T. Bartlett, 1st Nov.—Manila 30th October, General Butterfield & Swire.
GERMANIA, German str., 1,000, H. Flugel 2nd November—Manila 30th Oct., General Siemens & Co.
HAIRUN, British str., 636, J. W. Evans, 2nd November—Swatow 1st Nov., General Douglas, Lapnik & Co.
KJELD, Norwegian str., 910, T. Helle, 2nd Nov.—Dalmatia 27th Oct., Deens and Sons Oil—Aagaard Thorson & Co.
MENELAUS, British str., 5,116, J. W. Williams, 2nd Nov.—Liverpool and Singapore 27th Oct., General—Battered & Swire.
PRINZ REGENT LUITPOLD, German str., 5,920, H. Kirschner, 2nd Nov.—Yokohama 23rd Oct., General—Möller & Co.
VORWART, German str., 643, Chr. Uldern, 2nd Nov.—Hoihow 1st Nov., General Jørgen & Co.
YURNASNO, British str., 1,128, P. H. Rolfe, 2nd November—Manila 30th Oct., General Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
2nd November.
Choising, German str., for Bangkok.
Choufa, German str., for Swatow.
Drauer, Norwegian str., for Bangkok.
Haismar, British str., for Swatow.
Liberia, German str., for Swatow.
P. R. Lindpold, German str., for Europe, & Victoria, Swedish str., for Haiphong.

DEPARTURES.

2nd November.
CHINKIANG, British str., for Chofoo.
FUKU MARU, Jap. str., for Moji.
GREGOR APCAR, British str., for Singapore.
HAIYANG, British str., for Swatow.
HONGKONG, French str., for Hoihow.
SANDAKAN, German str., for Saigon.
KOSHU MARU, Japanese str., for Swatow.
SUNGKRIANG, British str., for Cebu.
SZECHUAN, British str., for Amoy.
THESEUS, British str., for Singapore.
TIENHSI, British str., for Sourabaya.
TJILATJAP, Dutch str., for Swatow.
TRIPANAS, Dutch str., for Batavia.
TRIGONIA, Dutch str., for Balik Papan.
WINGSANO, British str., for Shanghai.

SHIPPING REPORTS.
The British str. *Hainan* reports: Moderate N.E. breeze and smooth sea, with passing thin rain.

VESSELS IN DOCK.

November 2nd

ABERDEEN DOCK.—
KUWIANG DOCK—*On the Lee, Lyndhurst, Ben Thuy, Patria, Empress of China, Saigon, Kinshasa.*

COSMOPOLITAN DOCK—

TAKOO DOCK—*St. Enoch, Hupel, Changsha, Hoihoi, Ningpo, Tybodes.*

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"COULSDON,"
Capt. Turnbull, will be despatched for the above port TO-MORROW, the 4th Nov., 1909.
For Freight apply to
AENHOLD, KARBERG & Co.,
Agents.
Hongkong, 1st November, 1909. [1363]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"
Captain G. E. Hudson, will be despatched for the above Ports on FRIDAY, the 5th Nov., at NOON.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 3rd November, 1909. [1353]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 13th November, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 27th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd November, 1909. [1345]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC,"
will be despatched for the above Ports on SATURDAY, the 20th November, 1909.
For Freight, apply to
AENHOLD, KARBERG & Co.,
Agents.
Hongkong, 25th October, 1909. [1345]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI, ...	Brit. str.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co. ...	About 3rd inst.	
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANHA, ...	Brit. str.	H. Powell	P. & O. S. N. Co. ...	On 13th inst., at Noon.	
LONDON, HULL & ANTWERP.	BRECONSHIRE, ...	Brit. str.	Tomlinson	JARDINE, MATTHESON & Co., Ltd.	On 26th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	BELGAVIA, ...	Ger. str.	Hildebrand	HAMBURG-AMERIKA LINE	On 26th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA, ...	Ger. str.	Pozzelini	HAMBURG-AMERIKA LINE	On 25th inst.	
HAVRE, DAMBURG & ANTWERP, &c.	BRIGGAVIA, ...	Ger. str.	Schwinghammer	HAMBURG-AMERIKA LINE	On 30th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SILESHIA, ...	Ger. str.	v. Hoff	HAMBURG-AMERIKA LINE	On 2nd Dec.	
HAVRE & HAMBURG VIA STRAITS, &c.	SUNEGAMBIA, ...	Ger. str.	Eckhorn	HAMBURG-AMERIKA LINE	On 29th Dec.	
MARSELLES, &c., VIA PORTS OF CALL.	TOUBANE, ...	French str.	Bourge	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.	
MARSELLES, HAVRE, COPIENHAGEN, &c.	PEKING, ...	Dan. str.	Möller & Co.,	MÖLLERS & CO.	Middle of Nov.	
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YO MARU, ...	Jap. str.	T. Harrison	NISSON YUSEN KAISHA	On 10th inst., at D'light	
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU, ...	Jap. str.	N. Nielsen	NISSON YUSEN KAISHA	On 24th inst., at D'light	
GENOA, MARSELLES, LONDON & ANTWERP, &c.	KITANO MARU, ...	Jap. str.	F. E. Cope	NISSON YUSEN KAISHA	About 18th inst.	
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. R. LUITPOLD, ...	Aus. str.	H. Kirchner	SANDER, WIELER & Co.	About 24th inst.	
COULSDON	COULSDON, ...	Brit. str.	Turball	ARNHOLD, KARBERG & Co.	To-morrow.	
WYNERIC	WYNERIC, ...	Brit. str.	J. Mathie	ARNHOLD, KARBERG & Co.	About 13th inst.	
EMPEROR OF CHINA	MONTEAGLE, ...	Brit. str.	2 m.	CANADIAN PACIFIC R. Co.	On 20th inst.	
KUMERIC	KAGA MARU, ...	Brit. str.	M. Hagino	DODWELL & Co., Ltd.	On 6th inst., at 7 A.M.	
COBLENZ	SHINANO MARU, ...	Brit. str.	K. Kawara	ARNHOLD, KARBERG & Co.	On 18th inst.	
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	FITZPATRICK, ...	Brit. str.	E. R. Hutchinson	CANADIAN PACIFIC R. Co.	On 21st inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	MANSHU MARU, ...	Brit. str.	H. Raegener	NISSON YUSEN KAISHA	On 9th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA, ...	Brit. str.	G. W. Ely	NISSON YUSEN KAISHA	On 7th Dec., at Noon.	
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU, ...	Brit. str.	M. Yagi	NISSON YUSEN KAISHA	On 6th inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU, ...	Brit. str.	M. Winckler	NISSON YUSEN KAISHA	On 10th Dec., at Noon.	
KOBE & YOKOHAMA	KAWACHI MARU, ...	Brit. str.	H. Petersen	NISSON YUSEN KAISHA	On 5th inst., at D'light	
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU, ...	Brit. str.	F. L. Sommer	NISSON YUSEN KAISHA	On 7th inst., at 4 P.M.	
NAGASAKI, KOBE & YOKOHAMA	CHILWONG, ...	Brit. str.	W. Winckler	NISSON YUSEN KAISHA	On 26th inst., at Noon.	
JAPAN	CHIHLI, ...	Brit. str.	J. Warrack	JAVA-CHINA-JAPAN LINE	Quick despatch.	
NEWCHWANG	KUICHEW, ...	Brit. str.	V. Hooker	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.	
WEIHAIWEI & TIENTSIN	CHONGSHING, ...	Brit. str.	P. McClumont-Liddell	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.	
TIENTSIN, VIA WEIHAIWEI & CHEFOO	KLEIST, ...	Brit. str.	O. Pehnke	JARDINE, MATTHESON & Co., Ltd.	About 3rd inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUJUN MARU, ...	Brit. str.	V. Fusnet	MÖLLERS & CO.	To-morrow, at 10 A.M.	
SHANGHAI	SILESHIA, ...	Brit. str.	v. Hoff	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
SHANGHAI, KOBE & YOKOHAMA	NORE, ...	Brit. str.	G. Phillips, E.N.R.	JARDINE, MATTHESON & Co., Ltd.	To-morrow.	
SHANGHAI, KOBE & YOKOHAMA	LINAN, ...	French str.	Williams	MÖLLERS & CO.	On 4th inst.	
SHANGHAI, YOKOHAMA & KOBE	ERNEST SIMONS, ...	Brit. str.	Girard	BUTTERFIELD & SWIRE	On 7th inst., at D'light	
SHANGHAI	KATSHING, ...	Brit. str.	Sandback	JARDINE, MATTHESON & Co., Ltd.	Quick despatch.	
SHANGHAI, YOKOHAMA & KOBE	KWONGKANG, ...	Brit. str.	F. Wheeler	MÖLLERS & CO.	On 6th inst., at 5 P.M.	
SHANGHAI	CANTON, ...	Dan. str.	B. Kon	JARDINE, MATTHESON & Co., Ltd.	On 7th inst., at D'light	
SHANGHAI	CHINHUA, ...	Brit. str.	Owen Jones, E.N.R.	MÖLLERS & CO.	On 11th inst., at 4 P.M.	
SHANGHAI	YOSHIO MARU, ...	Brit. str.	P. & O. S. N. Co.	JARDINE, MATTHESON & Co., Ltd.	On 12th inst., at 4 P.M.	
SHANGHAI, KOBE & YOKOHAMA	ASSAYE, ...	Brit. str.	R. E. Rodger	BUTTERFIELD & SWIRE	About 12th inst.	
SHANGHAI	CHENAN, ...	Brit. str.	S. J. Outerbridge	BUTTERFIELD & SWIRE	On 17th inst.	
SHANGHAI	TEYULIA, ...	Brit. str.	H. Murayama	BUTTERFIELD & SWIRE	Quick despatch.	
SHANGHAI	TJIMARI, ...	Brit. str.	Evans	NISSON YUSEN KAISHA	On 7th inst., at 10 A.M.	
SHANGHAI	DAIGI MARU, ...	Brit. str.	W. C. Passmore	NISSON YUSEN KAISHA	To-day, at 10 A.M.	
SWATOW	HAIMUN, ...	Brit. str.	J. S. Roach	NISSON YUSEN KAISHA	On 9th inst., at 10 A.M.	
SWATOW, AMOY & FOOCHOW	HACHING, ...	Brit. str.	P. Pennefather	NISSON YUSEN KAISHA	To-day, at 3 P.M.	
SWATOW, AMOY & FOOCHOW	HATTAN, ...	Brit. str.	P. H. Rolfe	NISSON YUSEN KAISHA	On 5th inst., at 4 P.M.	
MANILA	TAMING, ...	Brit. str.	R. E. Rodger	NISSON YUSEN KAISHA	On 6th inst., at Noon.	
MANILA	YUENSANG, ...	Brit. str.	S. J. Payne	NISSON YUSEN KAISHA	On 9th inst., at 3 P.M.	
MANILA	ZAFIRO, ...	Brit. str.	R. W. Almon	NISSON YUSEN KAISHA	On 12th inst., at 4 P.M.	
MANILA	TEAN, ...	Brit. str.	F. Sembill	NISSON YUSEN KAISHA	On 13th inst., at Noon.	
MANILA	LOONGSANG, ...	Brit. str.	F. Smith	NISSON YUSEN KAISHA	Middle of Nov.	
KUDAT & SANDAKAN	RUBI, ...	Brit. str.	G. F. Hudson	NISSON YUSEN KAISHA	On 8th inst.	
BOM BAY VIA SINGAPORE & COLOMBO	BONETO, ...	Brit. str.	D. S. SASSON & Co., Ltd.	NISSON YUSEN KAISHA	On 10th inst., at Noon.	
SAMARANG & SOURABAYA	TOROMEO, ...	Brit. str.	CARLOWITZ & Co., Ltd.	NISSON YUSEN KAISHA	On 12th inst., at 2 P.M.	
SINGAPORE, PENANG & CACUTTA	CATHERINE APCAR, ...	Brit. str.	JARDINE, MATTHESON & Co., Ltd.	NISSON YUSEN KAISHA	Quick despatch.	
BOMBAY VIA SINGAPORE & PENANG	CAPI, ...	Ital. str.	Zwart	JARDINE, MATTHESON & Co., Ltd.		
SINGAPORE, PENANG & CALCUTTA	KUTSANG, ...	Brit. str.		JARDINE, MATTHESON & Co., Ltd.		
BATAVIA, CHERIBON, SAMARANG, &c.	TIUBODAS, ...	Dut. str.		JARDINE, MATTHESON & Co., Ltd.		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	SOMALI	About 3rd	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSSEILLES	Capt. A. G. Cubitt, E.N.E.	Nov.	
SHANGHAI, MOJI, KOBE, NORE and YOKOHAMA	Capt. G. Phillips, E.N.E.	About 4th	Freight and Passage.
SHANGHAI	ASSAYE	About 12th	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 15th	See Special Advertisement.
OF CALL	Capt. H. Powell	Nov.	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd November, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).
SS. MANSU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.
SS. AMERICA MARU ... 6000 " " " Febr. 5th, 1910, at
Noon.
For particulars apply to K. MATSUDA, Manager.
TOYO KISEN KAISHA, York Building.
Hongkong, 28th October, 1909. [462]

**NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and SINGAPORE.	SS. IYO MARU.	6,500	WED'DAY, 10th Nov., at Daylight.
ANTWERP, via SINGAPORE.	Capt. T. Harrison.	6,500	WED'DAY, 24th Nov., at Daylight.
PORE, PENANG, COLOMBO, and PORT SAID.	Capt. N. Nielsen.	6,500	TUESDAY, 9th Nov., at Noon.
VICTORIA, B.C., and SEATTLE, via SHANGHAI.	Capt. M. Higino.	8,000	TUESDAY, 7th Dec., at Noon.
MOJI, KOBE, YOKOAKI, and YOKOHAMA.	Capt. K. Kawara.	6,500	TUESDAY, 7th Dec., at Noon.
SYDNEY and MELBOURNE.	NIKKO MARU.	6,000	FRIDAY, 26th Nov., at Noon.
ISLAND, TOWNSVILLE and BRISBANE.	Capt. M. Yagi.	6,000	FRIDAY, 24th Dec., at Noon.
BOMBAY, via SINGAPORE.	Capt. M. Winckler.	6,000	MONDAY, 8th November.
and COLOMBO.	Capt. R. Smith.	4,500	WED'DAY, 10th November.
SHANGHAI, MOJI and YOKOAKI, via YOKOHAMA.	Capt. B. Bon.	4,500	SATURDAY, 13th Nov., at Daylight.
KOBE and YOKOHAMA.	Capt. H. Petersen.	6,500	SATURDAY, 26th Nov., at Daylight.
NAGASAKI, KOBE and YOKOHAMA.	Capt. F. L. Sommer.	9,000	WED'DAY, 24th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	Capt. W. Winckler.	6,000	

S Fitted with New System of Wireless Telegraphy.

I Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU - (Capt. F. E. COPE) - About Thurs. 18th Nov.

HIRANO MARU - (Capt. H. FEASER) - About Wed. 15th Dec.

KAMO MARU - (Capt. F. L. SOMMEE) - About Wed. 12th Jan.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 9th Feb.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailing, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. [15-93]

Hongkong, 3rd November, 1909.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 56.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., Hongkong, 3rd November, 1909. GENERAL MANAGERS. [16]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
HAIMUN	SWATOW	WED'DAY, 3rd Nov., at 10 A.M.
Capt. Evans	SWATOW, AMOY and FOOCHOW.	FRIDAY, 5th Nov., at 10 A.M.
HAICHING	SWATOW, AMOY and FOOCHOW.	TUESDAY, 9th Nov., at 10 A.M.
HAITAN	SWATOW, AMOY and FOOCHOW.	FRIDAY, 12th Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 3rd November, 1909. [10]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 16th November.
MARSEILLE, HAVRE, COPENHAGEN, GOETHEBORG and BALSTIC	"PEKING"	Middle of November.
MARSEILLE, HAVRE, COPENHAGEN, GOETHEBORG and BALSTIC	"CANTON"	Middle of December.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 16th October, 1909. [6]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIBODAS	JAVA	First half of Nov.	JAVA	First half of Nov.
TJIMAH	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILATJAP	JAVA	Second half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 3rd November, 1909.
Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Facets. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 4th Nov., at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAIGI MARU"	SUNDAY, 7th Nov., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailing, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER. [877]

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARBLES & LONDON	Due MARBLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons 1 P.M. SATURDAY	Steamer Tons SATURDAY	Steamer Tons SATURDAY	SATURDAY	SATURDAY
ARCADIA 7000 February 5	MANTUA 11000 March 11			
ASSAYE 7500 February 19	CHINA 3000 March 23			
DELTA 8000 March 5	MALWA 11000 April 2			
MACEONIA 10500 March 19	(Through Steamer calling at BOMBAY) April 16			
DEVANHA 8000 April 2	MONGOLIA 1			

